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THE LAW OF THE SEA. By George L. Canfield and George W. Dalzell. D. Appleton and Company, New York, 1921. pp. xvi, 315.

A book of this sort, according to the preface "designed to be an outline of the subject primarily for the student, more especially the student layman who desires to inform himself of the general principles of Admiralty law," is in danger of falling between two stools—that of technical accuracy not easily comprehensible to the layman, and that of easy comprehensibility lacking in accuracy. The latter is the more usual failing, and in this direction has the present book somewhat erred. Nevertheless, a teacher could conscientiously recommend it to his class, provided he also took pains here and there to complete the picture and to safeguard the student against errors. If, however, the book is read by a layman without such additional guidance, while he will obtain a flavor of maritime law, and much interesting information on many points, he will not obtain a knowledge upon which it will be safe for him to base inferences or too greatly to rely in his business transactions.

It would serve no purpose to point out more than one or two of the instances where there is inaccuracy. Most of these are on unimportant matters. It might not be amiss, however, to observe that the ancient error connecting Richard Coeur de Lion with the Laws of Oleron is perpetuated (page 20); that the Harter Act does not provide that "if the ship is actually seaworthy in all respects at the commencement of the voyage, there is no liability for losses sustained by faults or errors in her navigation or management," but provides that if due diligence be used to make the ship seaworthy, etc., there shall not be liability for the specific causes mentioned (page 7); that the doctrine of frustration of adventure has been extended to time charter parties contrary to the statement of the text (page 108); and that there is no English statute corresponding to the Harter Act of about the same date, as the learned authors seem to believe (page 119). There are a few other statements which are slightly misleading, as, for example, that the authority of the owner predominates over that of the master, a statement applicable only to their relations ashore and not to their relations where the owner goes to sea with the master (page 30); that there is an implied warranty by the shipper that his goods are not of a character to cause injury to other goods, the rule seeming to be that the shipper makes no such warranty and is liable only if he has knowledge of the dangerous quality of his goods (page 73); and that the purpose of the Harter Act was to benefit the ship-owner rather than the shipper (page 120).

While a studious eye might find other flaws in this book, this should not militate against the fact that it is more than usually readable and probably above rather than below the average of accuracy in other books of the same type.

A. T. Wright.